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STATE DOCUMENTS

# Palmetto AVIATION

Volume 38, Number 4

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April 1986

## Wind Shear Alert installed at Columbia

The Federal Aviation Administration (FAA) has installed a Low Level Wind Shear Alert System (LLWAS) at the Columbia Metropolitan airport to alert air traffic controllers and pilots to sudden wind shears.

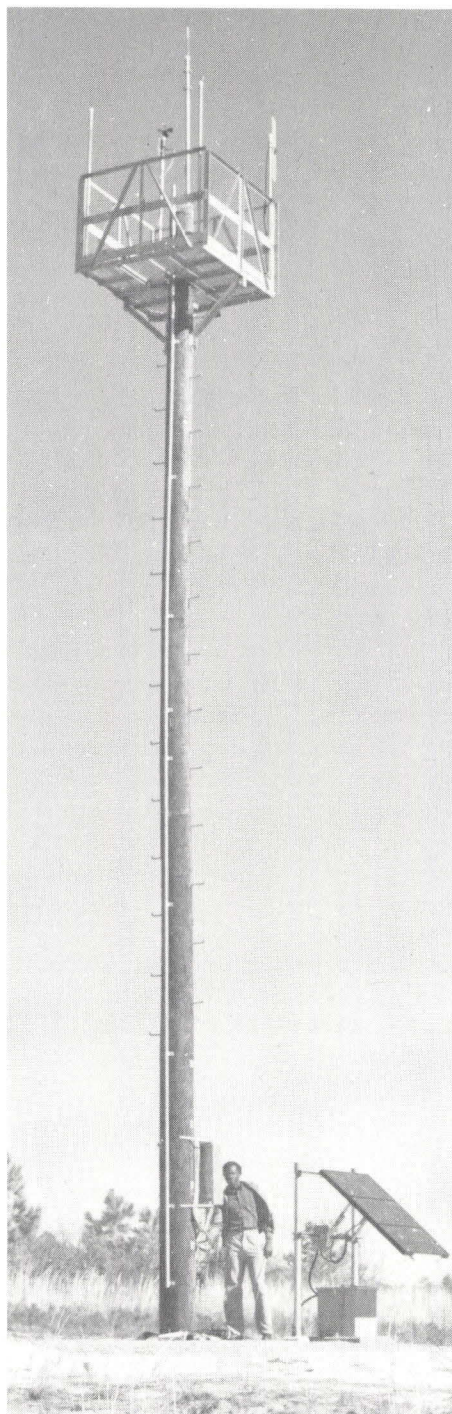
Wind shear, a sudden difference in wind speed and direction, occurs commonly in thunderstorms. It is caused by air masses adjacent to one another moving in different directions.

Low Level wind shear was believed to be a factor in the August, 1985 crash in Dallas that killed 137 people.

The LLWAS system at Columbia will detect sudden changes in the direction and speed of the wind through six remote sensors located on or near the airport. The sensors transmit wind information to a computer in the tower where the readings are compared and analyzed. The readings are also displayed on two indicator screens for controllers.

Every 30 seconds, the computer reads the sensors. If any of the instruments show a sudden change in wind speed and direction, the computer triggers an alarm and flashes the display to alert controllers. The controllers will then issue a wind shear advisory to pilots.

Columbia, is the first in the state to get the equipment, but the FAA is also installing the systems at Charleston, Savannah, Augusta and Greenville-Spartanburg.



Wind Shear Sensor at Columbia.

## Chairman asks more funds for airports

The chairman of the South Carolina Aeronautics Commission has asked the legislature to support an increase in state bond funds for airport development and improvement.

In a letter to the members of the General Assembly, Commission Chairman Ralph F. Schmidt said the present \$2 million recommendation is not enough to cope with the present state of our airports.

Schmidt reminded the lawmakers that there has been no money in the state bond bills for general airport development since 1980 when \$1.4 million allocation was approved.

"In the last several years, seven of the old World War II runways have been lost and more will be lost if something is not done to stop the deterioration," he wrote.

He said there are about 20 runways that need pavement overlays in the state, plus eight other airports that need runway extensions. Those projects are estimated to cost about \$13.8 million.

"Add to that the cost of replacing outmoded terminal buildings, outdated beacon lights and rehabilitating runway and taxiway lights and the cost could easily reach \$15 million," he wrote.

Some of the projects may be funded with FAA airport improvement grants--if Congress approves continuation of the program--but many can only be accomplished through state and local funding, he said.

**Charlotte ARSA  
implemented--  
See charts, pages 6 and 7.**





PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## Military contractor liable for serviceman's death

By Henry M. Burwell, ESQ.\*

On December 14, 1979, Navy Lt. J.G. Shaw was killed when his Grumman A-6 aircraft crashed into the ocean after launching from an aircraft carrier off the coast of San Diego, California. Investigators determined that the most likely cause of the accident was the failure of a bolt in the stabilizer or the longitudinal flight control system. (Shaw v. Grumman Aerospace, 19 Avi 18,119 (1986)).

A wrongful death action was filed alleging strict liability, negligence and breach of warranty against Grumman Aerospace Corporation. The estate asserted the A-6 design was defective because it failed to include any warning or back-up systems in the foreseeable event of a stabilizer control failure. Grumman defended on the grounds that it was immune from suit under the "military contractor defense." The federal court for the Southern District of Florida recognized the existence of the defense but awarded judgement to the estate because Grumman did not satisfy the elements required.

The military contractor defense is based on the theory that the contractor should not be held liable for injuries arising from products designed for military use. This theory has been developed because the military is not liable to servicemen for such injuries and the contractor should be permitted to share in this federal immunity. The historical ra-

tionale for the military immunity is based upon the belief that permitting the military to be sued under such circumstances would undermine the discipline of the armed forces and place the civil court system in a position of second-guessing the military decision process.

In finding the military contractor defense inapplicable, the Court of Appeals stated its concern to be whether the military made a decision to use a product that it knew to be dangerous to servicemen. Since the military was not in the trial, it determined the contractor would have to prove that the defective design did not merely represent a contractor's decision rather than one of the military. Otherwise, the contractor would be held liable for providing detailed quantitative specifications for manufacture of a defective design unless it timely warned the military of the danger.

Since Grumman failed to provide a back-up or warning system and failed to correct the stabilizing problem on the A-6, it did not prove the elements of the military contractor defense. In addition, the Navy was not adequately advised of the inherent risk. In the court's opinion, the approval and acceptance of the aircraft did not constitute an informed military decision to accept the risk of a dangerous product.

\*Mr. Burwell is a member of the Barringer, Allen, Pinnix & Burwell law firm in Greenville, S.C.

## 'Florence May Fly' fly-in set May 2-4

The Florence City-County Airport will host its first annual "Florence May Fly" aeronautical event May 2-4.

The show will feature airshow performances on Saturday and Sunday by the Skyhawks aerobatic team. There will also be a variety of aircraft including ultralights, antiques, warbirds and homebuilts doing fly-bys and on static display.

Gates open at 9 a.m. and the airshow starts at 2 p.m. Admission is \$3 for adults and \$1 for children 14 and under. Exhibitors and vendors are welcome.

Overnight camping is available for those who prefer. For further information, contact the Florence City-County Airport Commission at (803) 669-5001.



# Notification due May 8 for underground fuel tanks

The Environmental Protection Agency (EPA) is reminding owners of underground storage tanks, including those at airports, that they have until May 8 to notify state environmental agencies of the tanks' existence.

The agency has developed a notification form, that requires information on the age, size, type, location and uses of tanks. After the May 8 deadline, owners of newly installed tanks must notify their state agencies of the tanks' existence within 30 days of placing the tank in service. These requirements are part of a

regulatory process on underground tanks to implement legislation passed by Congress in November, 1984. EPA is working on final tank regulations expected to be ready by the congressionally imposed deadline of May, 1987. The regulations require owners to have methods of detecting releases, keep records of the methods, take corrective action in response to releases and report their actions to environmental authorities. The law sets out an interim prohibition on new tanks that fail to prevent releases due to corrosion or structural failure.

## Pelion seeking FBO

Corporate Airport at Pelion is seeking a fixed base operator. Interested persons can call Pelion Town Hall at 894-3535 for more information.

## Sam Hoerter Named Charleston Airports Director

Sam Hoerter, 31, former director of the Gulfport-Biloxi, MS regional airport, has been selected to become director of airports for the Charleston County Aviation Authority.

He will be responsible for the general administration of the Authority staff, Charleston International Airport, the Charleston Executive Airport on John's island and the new East Cooper Airport when it opens later this year.

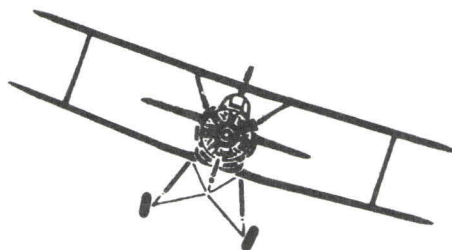
Hoerter succeeds George A. Rubino who resigned in January to join a transportation consulting group in Florida.

Hoerter received a bachelor's degree in aviation management from Auburn University and a master's degree in business administration from the University of Alabama in Birmingham.

He is an accredited airport executive, a licensed pilot, a faculty member at Embry-Riddle Aeronautical University, an accident investigator for the National Transportation Safety Board, past chairman of the executive committee of the Greater Gulfport-Biloxi Foreign Trade zone, a director of the Gulfport Chamber of Commerce and president-elect of the Mississippi Airports Association.

## Summerville Unicom changed

The J.E. Locklair Memorial Airport has changed its UNICOM frequency from 122.8 to 123.0. This will also be the frequency of the new Summerville airport when it opens in six to eight months.



## Breakfast Club



The Breakfast club meeting on May 4 has been changed from Berkeley County Airport to the Florence City County Airport so the club members can attend the first annual "May-Fly" fly-in held there. There is still an open date on Aug. 24 as well as two open dates in November and one in December. If any airport would like to host the club, please call Anne Hawkins at 432-3095. The club would like to have some more meetings in the upper part of the state.

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|----------------|--|
| <b>Apr. 20</b> | Bryant Field,<br>Rock Hill                             |
| <b>May 4</b>   | Florence City-County,<br>Florence                      |
| <b>May 18</b>  | Laurens County Airport,<br>Laurens                     |
| <b>June 1</b>  | Eastwinds Airport,<br>Columbia                         |
| <b>June 15</b> | Twin Lakes Airport,<br>North Augusta<br>(father's day) |
| <b>June 29</b> | Corporate Airport,<br>Pelion                           |
| <b>July 13</b> | Fairfield County<br>Winnsboro                          |
| <b>July 27</b> | Lugoff<br>(grass strip off 601)                        |
| <b>Aug. 10</b> | Daniel Field<br>Augusta, GA                            |
| <b>Aug. 24</b> | Open   |
| <b>Sept. 7</b> | Jekyll Island Airport<br>Jekyll Island, GA             |
| <b>Sept. 7</b> | Huggins Field<br>Timmonsville                          |
| <b>Oct. 5</b>  | Oswalt House Movers<br>Field,<br>Batesburg             |
| <b>Oct. 19</b> | Woodward Field<br>Camden                               |



## Clyburn's remarks unjustified Aeronautics Commission says

Recent remarks by state Human Affairs Commissioner James E. Clyburn criticizing Aeronautics Commission hiring policies are unjustified and unfounded, the agency said.

Clyburn criticized the agency for failing to increase the representation of black male and female workers.

But Commission director John W. Hamilton said the Commission has tried to hire minorities but was unable to find applicants with the proper qualifications.

"We want to hit our goals," Hamilton said, "but unless somebody gives us more money and a larger inventory (of minority applicants), I don't know how we're going to do it."

Hamilton and assistant director Alan W. Alexander said the Commission has strong minority representation in some areas but has been unable to recruit minorities for pilot, engineer and aircraft mechanic positions. Those three areas represent one third of the commission's workforce, Hamilton said.

Alexander said in the eight years he has been with the commission there has

been only one minority applicant for a pilot's position.

As a policy, Alexander said, the commission contacts the Employment Security Commission, the Urban League, the Human Affairs Commission and other agencies when an opening occurs in an effort to recruit minorities.

"One of the biggest problems is that aviation has been an area of underrepresentation among minorities," Alexander said.

"That makes minorities involved in aviation an attractive commodity for private industry, which pays higher salaries," he said.

"We can't go nationwide and recruit somebody to work for the state of South Carolina or compete with regional and national airlines," Alexander said.

Any interested minority applicants are encouraged to contact the Commission at P.O. Drawer 1987, Columbia, S.C. 29202 or call toll free in state at 800-922-0574. Out of state, call (803) 758-2766.

## Colleton firm to manufacture aircraft kit

White Lightning Aircraft Co., a Colleton County company gearing up to produce a four-place aircraft kit, has successfully flown the prototype and plans to begin production soon.

Company President Nick Jones, said tests conducted the second week of March went very well. "The plane seems to be very easy to fly, better than we had expected."

Ray Ward, the aircraft's builder, completes tests on the aircraft's landing gear retraction, flaps, stall and controllability. He said the tests were as good as he'd ever seen.

The White Lightning, a sleek looking craft with a fiber glass fuselage, will have a cruising speed of 240 miles per hour with a range of 1500 miles. Each kit would sell for about \$30,000.

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Columbia Metropolitan Airport last year processed 1,105,792 passengers, 36 percent more than in 1984. The increase was attributed to new service begun last May by People Express.

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## Woman predicted look of aviation 30 years ago

A Radcliffe-educated octogenarian who correctly foresaw 700 mph aircraft, advanced jet engines and helicopter shuttle service in the 1980's recently won \$50,000 in Trans World Airlines' "Cosmic Contest" of 1955.

The airline asked its customers in 1955 to predict what air travel would be like 30 years in the future, and Helen Thomas of Cambridge, Mass. was judged to be the most accurate of 13,000 entrants.

"This is a relief and a sublime moment for me," she said during a New York awards ceremony in late February. Asked what she would do with the money, she told reporters: "pay taxes and probably take a TWA trip."

Mrs. Thomas, who also was the first woman in U.S. history to receive a doctorate in the history of science, beat out about 13,000 other entrants from as far away as India in the 1955 contest, which TWA held to celebrate its 30 years of service. Entries were locked in a vault until last year.

Mrs. Thomas, who wore gray running shoes, a red necklace and a colorful dress, said she had forgotten about the contest until TWA officials telephoned her.

TWA President Richard Pearson, host at the ceremony, said it took several phone calls to convince her.

Mrs. Thomas said it was the second contest she had ever won and it came one week after her first triumph, a \$40 winning ticket in the Massachusetts state lottery. Asked if she cared to speculate on air travel in the year 2015, she said: "No, please let me retire gracefully."

Entry blanks distributed on TWA's planes, which were then still propeller-driven, required contestants to describe what they thought 1985 commercial aviation would be like in 200 words or less.

"Commercial aircraft of all types will have ranges of about 5,000 miles and will cruise at about 700 mph," Mrs. Thomas wrote at age 50. "Airports and factories will be located in places which are now

uninhabited waste space, and the long, tedious ride to board the plane will be eliminated by helicopter shuttle service between the airport and the business and residential districts of any town."

She was the only only contestant who foresaw common use of a "bypass" jet engine, a fuel-efficient turbine also called a fan jet, which then was just a drawing board concept for commercial aircraft.

Pearson, former astronaut Charles Conard, Jr. and aviation author Robert Serling judged the semifinalist entries, which were narrowed down to 20 after TWA officials eliminated what they regarded as the most unrealistic ones. They ranged from rocket-propelled "space hotels" to helicopter house-trailers.

Pearson said one entry predicted the world would be inhabited only by monkeys in 1985 and air travel would be useless.



## Southern Star new FBO at Laurens County Airport

There are some new faces at the Laurens County Airport.

Chris Shurburt, President of Southern Star, Inc. is the new FBO in Laurens.

Southern Star, previously based in Spartanburg, is a licensed Part 135 commercial air taxi operator, and will offer complete flight training from private pilot license through the ATP rating. The company will use a Seneca II for air charter and a Cessna 150, 172 and 182 for training and rental. Also, 100 LL fuel will be available.

Southern Star will host the May 18 meeting of the Breakfast Club and will welcome the FAA for a May 6 safety meeting.

Chris and flight instructor Tommy Rudeen hope you will stop in to see them when you are in the area or give them a shout on the Unicom at 122.8.

## Anderson College to Offer aviation management program

Anderson College will offer a two-year degree program in Aviation Management beginning this fall.

The course will include 70 credit hours to study and allow students to learn about the various aspects of management and administration in aviation.

Students will receive flight instruction from an approved FAA flight instructor at Anderson Airport and will take coursework in aviation law, theory of flight, meteorology and navigation.

Anderson College is the only college in South Carolina to offer the first two years of aviation management. The program is designed to allow students to transfer to four-year college or university in commercial flight training.

For more information, contact the registrar's office at 231-2119 or Admissions at 231-2030.

## AOPA asks government: use gas tax or lose it

Citing a need for improved programs for the nation's airports, Aircraft Owners and Pilots Association has proposed a number of innovative and far-reaching changes to the Airport and Airway Improvement Act (AAIA), including one to require the government to spend the aviation trust fund or reduce aviation gasoline taxes.

"It is not too soon to begin making much-needed changes to the AAIA, even though it does not expire until 1987," said AOPA President John L. Baker, who transmitted AOPA's recommendations to Transportation Secretary Elizabeth Dole.

"Efforts to withhold authorized funds, to reduce penalties for underfunding aviation activities, and to eliminate in-

terest payments by the Treasury Department to the Trust Fund, must be resisted if the Congressional commitment to aviation users is to be kept," Baker said.

AOPA is the world's largest pilot organization, with 265,000 members. Its recommendations for the AAIA were also made available to FAA Administrator Donald D. Engen and several Senators and Congressmen.

Among other proposals in the 14-page document were:

- Permitting states to use block grants for airport improvement projects;
- Eliminating the aviation fuel tax for flight training;
- Allowing Airport Improvement money to be used for certain airport maintenance projects.

## Wing rated excellent in inspection

The SC Wing Civil Air Patrol received its Headquarters Civil Air Patrol/USAF Management Effectiveness Inspection (MEI) on March 13, 1986. The Wing was evaluated on all phases of administration, management and operations.

SC Wing earned an overall Excellent with Outstanding in the areas of Communications, Inspection, and Safety.

The Liaison Staff for the SC Civil Air Patrol also received its MEI on March 14, 1986 and received an overall Excellent.

Both the Wing and Liaison Staff had commendable items and should be congratulated for a job well done.

## Cadet speakoff competition held

The SC Wing Civil Air Patrol held its Annual Cadet Speakoff Competition on March 9, 1986 at Wing Headquarters in Columbia.

Speeches were given in three categories: Impromptu-2 minutes; Basic prepared - 3-5 minutes; and Advanced prepared - 5-7 minutes.

Members of a local Toastmaster organization were the judges for the competition and they offered helpful suggestions for improvements to the speeches.

The Wing winners were: Impromptu - MSgt Kimberly Jollow; Basic - SSgt Anna Ruggiero; and Advanced - MSgt Ryan Agostinelli. These Cadets were all from the Coastal Charleston Squadron.

Winning at the Wing Competition made these Cadets eligible for the Middle East Region Cadet Speakoff Competition later in March in Richmond, VA.

## S.C. Wing Holds practice mission

The SC Wing Civil Air Patrol held a practice Search and Rescue Mission on March 1, 1986, at the Newberry and Clarendon County Airports.

The exercise included finding ELT's by air and ground teams and locating mock crash sites.

Cadets received flightline training at both sites which included hand signals, taxi procedures, fueling and flightline safety.

Also at Newberry a review of first aid procedures and emergency treatment for crash victims was held.



**SOUTH CAROLINA  
AERONAUTICS COMMISSION**  
P.O. Drawer 1987  
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## Aviation Calendar

**May 1**--FAA Safety Meeting, Greenville TEC, 7 p.m. "Back to Basics on Landings, Part I." Sponsored by the Foothills Chapter of the 99's.

**May 2-4**--Palmetto Balloon Classic at Historic Camden. Balloon ascensions and competition plus live entertainment.

**May 2-4**--Florence "May-Fly" at Florence Airport, featuring static displays, fly-bys and airshow by Skyhawks Precision Aerobatic Team. Contact Airport Commission office, 669-5001.

**May 2-4**--EAA Chapter 3 Spring Fly-in, Burlington Airport near Burlington, N.C.

**May 6**--FAA Safety Meeting, Laurens County Airport, 7 p.m. "Back to Basics on Landings, Part I."

**May 10**--Charleston AFB open house and air show featuring the Air Force Thunderbirds, Army Golden Knights, C-141 demo and static displays. From noon to 6 p.m.

**May 10**--FAA/AF Safety meeting, 11 a.m., building 54, Hill Boulevard, Charleston AFB. Held in conjunction with open house and air show. Presentations by military safety office, FAA and AOPA. Sponsored by 76th Military Airlift Squadron and Columbia FSDO.

**May 24-27**--Angel Derby Air Race from Columbus, OH to Nassau in the Bahamas. Open to men this year for the first time. Contact Peggy Sanders. (305) 771-6827.

**May 29**--FFA Safety Meeting, Greenville TEC, 7 p.m. "Back to Basics on Landings, Parts II and III." Sponsored by the Foothills Chapter of the 99's.

**June 7-8**--U.S. Navy Blue Angels Precision Flight Demonstration Team at Cherry Point Marine Corps Air Station, N.C.

**July 3-6**--Freedom Weekend Aloft. Balloon competition, mass ascensions, entertainment. Greenville.

**July 26-27**--Skyhawks Aerobatic team featured at Beaufort Water Festival, Beaufort, S.C.

**Oct. 6-9**--Annual Conference of the Southeastern Airport Managers Association (SAMA). Pinehurst Hotel and Country Club, Pinehurst, N.C.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.